

BookletChartTM

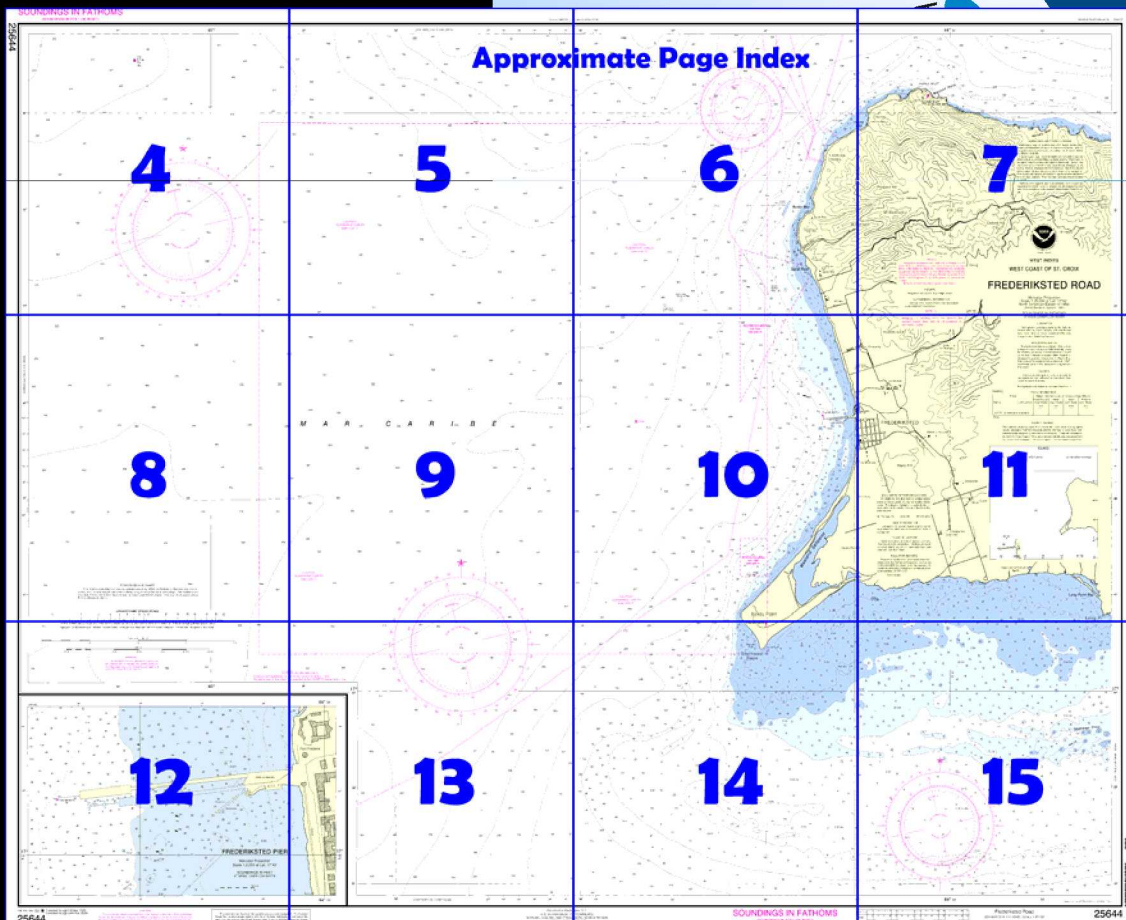
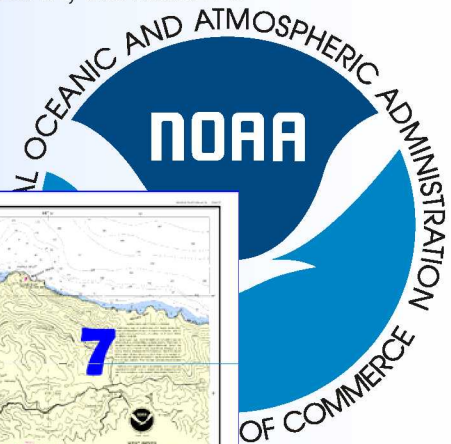
Frederiksted Road

(NOAA Chart 25644)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

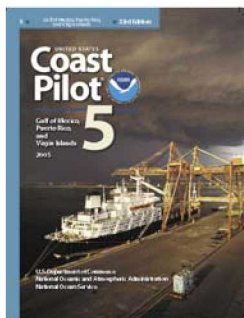
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 14 excerpts]

(267) **Long Point**, 3.6 miles E of Southwest Cape, is a low projecting point covered with grass. W of the point is **Long Point Bay**, which is shoal. **Southwest Shoal**, 1.2 miles S of Long Point, has only 6 feet of water over it, and E to Krause Point the outlying reefs are the most dangerous along the S coast. They generally break, but as several shoal spots are S, the area should be approached with caution.

(268) The area out to the 100-fathom curve between Long Point and Southwest Cape and between Long Point and the entrance to Krause Lagoon Channel and Limetree Bay Channel is used extensively by recreational and commercial trap and line fishermen, both day and night. Most of the trap and line fishing is done in water less than 15 fathoms. Large vessels are requested to exercise caution and to

consider these fishing activities when approaching and departing from the industrial complex in Krause Lagoon and Limetree Bay.

(269) A channel, privately marked and entered about 2.2 miles 118° from Southwest Cape, leads in an E direction to mooring buoys about 1.1 miles E of Long Point; channel and mooring buoys are maintained by Texaco Caribbean Inc., St. Croix, Virgin Islands. The channel is primarily for the use of tankers arriving at the mooring buoys.

(270) **Southwest Cape**, the SW extremity of St. Croix Island, is a low point projecting 1.2 miles in a SW direction. The point is covered by low bushes and trees. A shoal area, sand and coral, extends S, with a least depth of 9 feet, at a distance of 0.8 mile from the shore. A buoy marks the SW extremity of this shoal. The 5-fathom curve is 1.6 miles S of Long Point and nearly a mile S of Southwest Cape, but W of the point it is only 200 yards off. The 100-fathom curve lies nearly 2.5 miles SW of Southwest Cape. **Southwest Cape Light** (17°40'48"N., 64°54'00"W.), 45 feet above the water, is shown from a grey skeleton tower near the tip of the cape.

(271) Caution is necessary in approaching Southwest Cape. The point, fringed by shoals, is low for some 3 or 4 miles to the high land of the interior. This may cause the mariner to overestimate his distance from the coast, especially at night.

(272) **Sandy Point**, the W extremity of the island, is 0.5 mile NNW of Southwest Cape.

(273) The W coast of St. Croix Island trends NNE from Southwest Cape for 2.4 miles to Frederiksted, thence NW for 2 miles, and then curves NE for 2 miles to Hams Bluff. The coast consists mostly of sand beach with the land back of it sloping gently upward in the S part and the hills gradually working W to the shore in the N part. The slopes are covered by grass and bushes. The beach is steep-to with the 10-fathom curve lying 0.5 mile or less offshore.

(274) **Frederiksted**, on the W coast of St. Croix Island, 2.4 miles N of Southwest Cape and 3.7 miles S of Hams Bluff, is a port of call for cruise ships, Government vessels, and occasionally for small cargo vessels. Large vessels can dock at the long municipal pier in the 4-mile-wide open roadstead. Imports include building materials and vehicles. Prominent features

(275) **Frederiksted Harbor Light** (17°43'00"N., 64°53'06"W.), 42 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark at the inner end of the municipal pier. **Fort Frederik** is a red brick structure 125 yards NE of the light.

(277) Vessels anchor in depths of 30 to 60 feet NW and SW of the municipal pier according to draft. Small boats anchor near the waterfront. Anchorage between the municipal pier and the warping buoys to S is prohibited.

(278) The Frederiksted harbor pilot reports that a westerly current from 225° to 315°, with a set of not more than 1 knot, and 2 knots in extreme cases, may be experienced when approaching the pier. In addition, the pilot reports that there seems to be an almost ever present circular current beginning about 0.25 mile off the pier with an initial set to the S and a final set to the N when abeam of the pier's end.

(279) **Restricted areas** have been established off the W coast of St. Croix Island, N and S of Frederiksted Harbor.

(280) From S, the shoals S of Southwest Cape will be avoided by staying a mile or more offshore. At night stay in the white sector of Frederiksted Harbor Light on the approach to the pier.

Quarantine, customs, immigration, and agricultural quarantine (284) Local rules and regulations for Frederiksted harbor are enforced by a **dockmaster**, whose office is on the shoreward end of the municipal pier. Copies of the regulations may be obtained from the Virgin Islands Port Authority, Gallows Bay, Christianstead, St. Croix, U.S. Virgin Islands 00820.

(289) Water, bunker fuels, diesel oil and gasoline can be trucked in from nearby. Limited above-the-waterline repairs are available.

Table of Selected Chart Notes

Corrected through NM Mar. 15/03
Corrected through LNM Feb. 25/03

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

St. Thomas, V.I. WXM-96 162.475 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility. If telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard and National Imagery and Mapping Agency.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1963 (NAD 63), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.094" southward and 1.473" eastward to agree with this chart.

NOTE C
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed purple lines due to the presence of submarine cables.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation.
Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U. S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

TOWER		TIDAL INFORMATION			
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet ----	feet ----	feet ----	feet ----
NOTE: No tide data available					

(203)

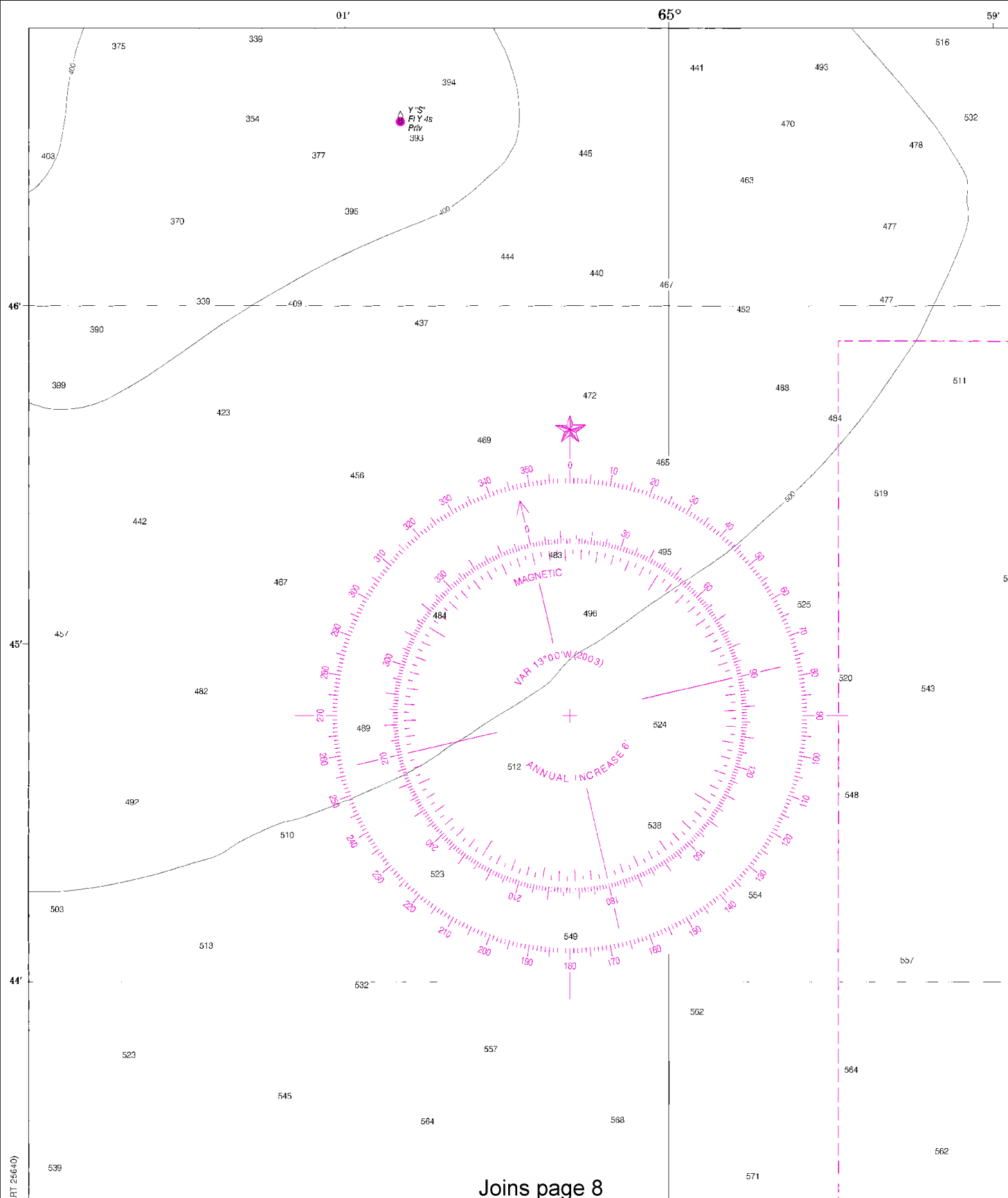
(203)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

(SOUNDINGS IN FEET ON INSET)

25644



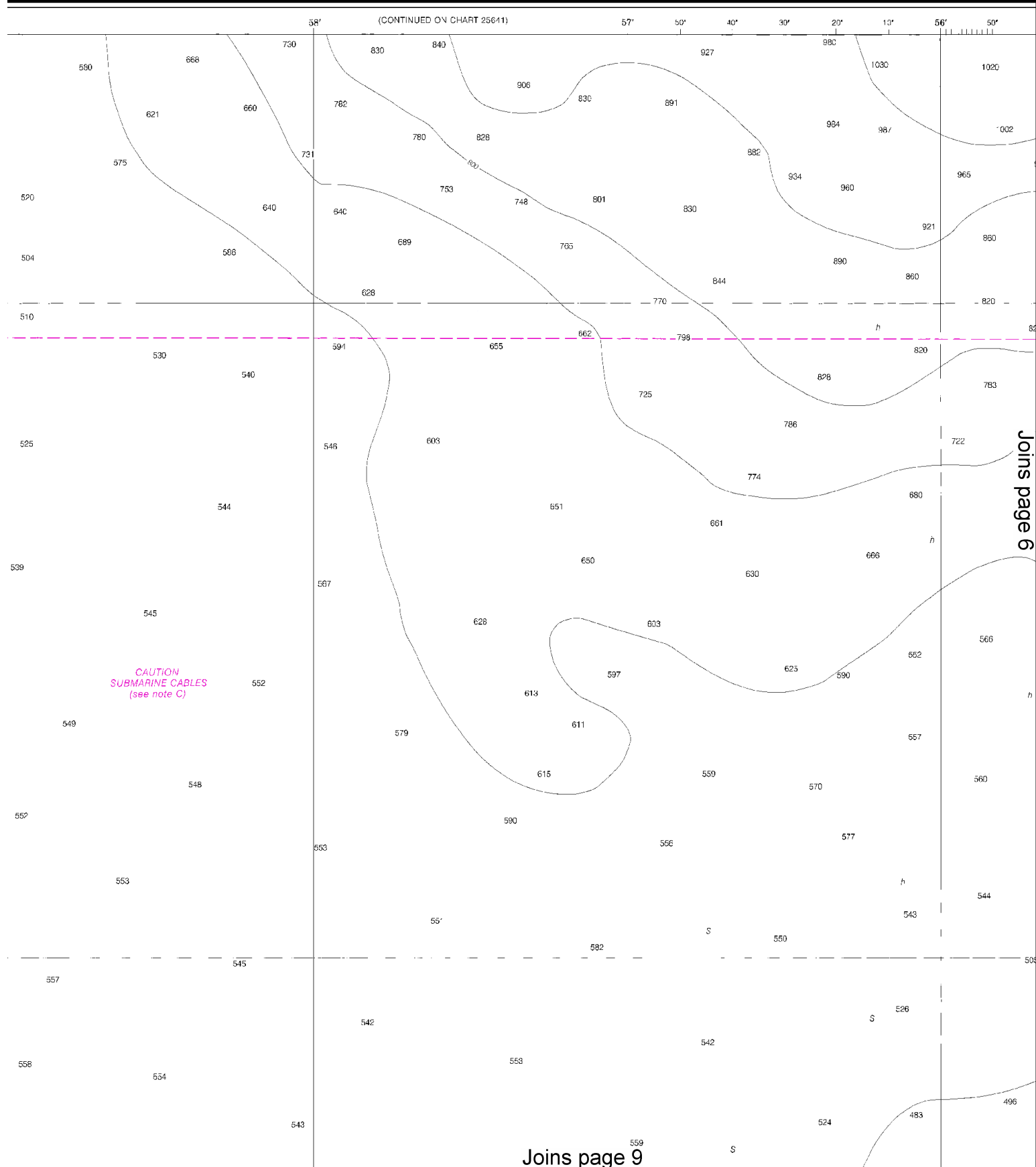
Joins page 8

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

North



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Joins page 5

Joins page 10

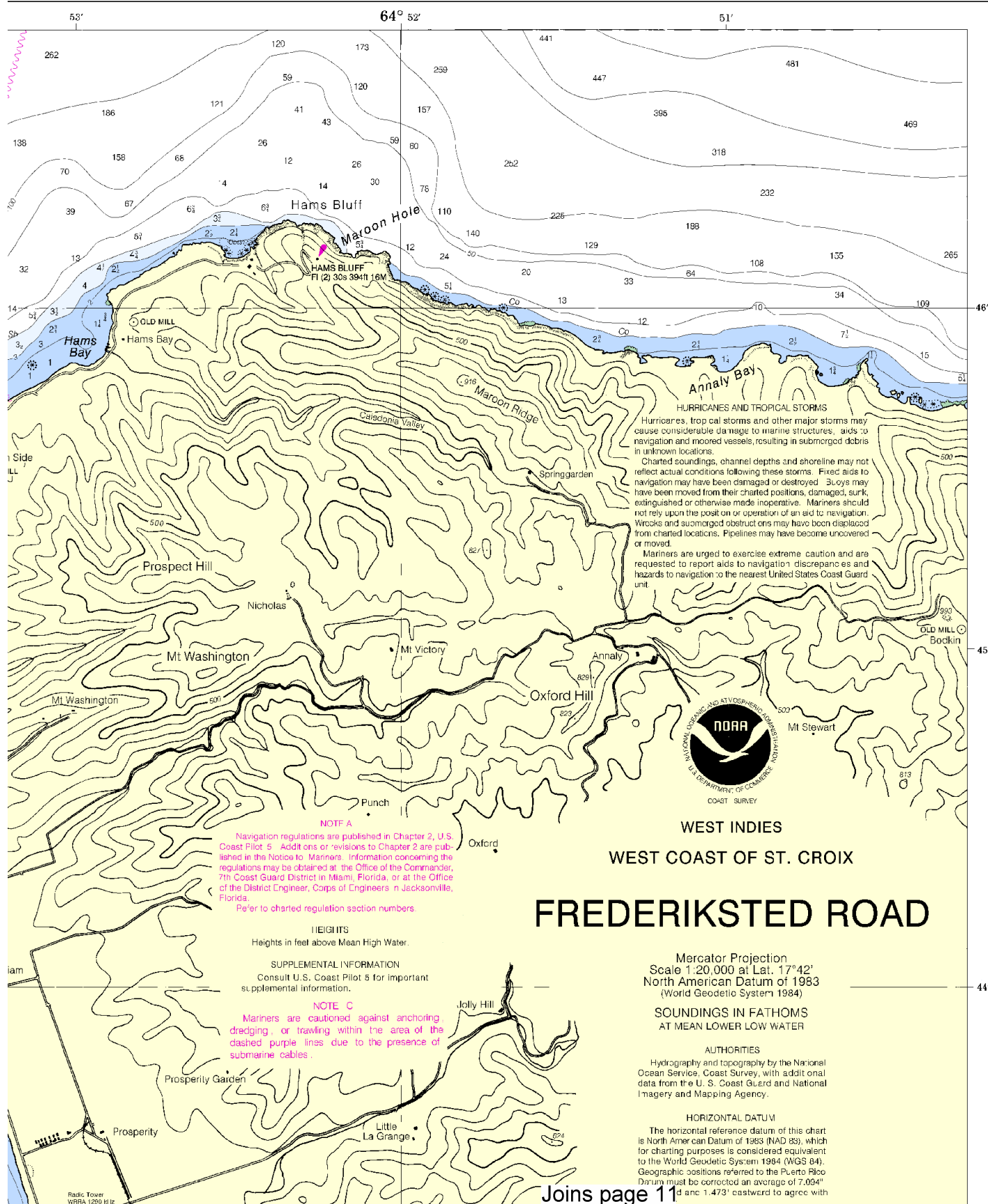
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SCALE 1:20,000
Nautical Miles

See Note on page 5.

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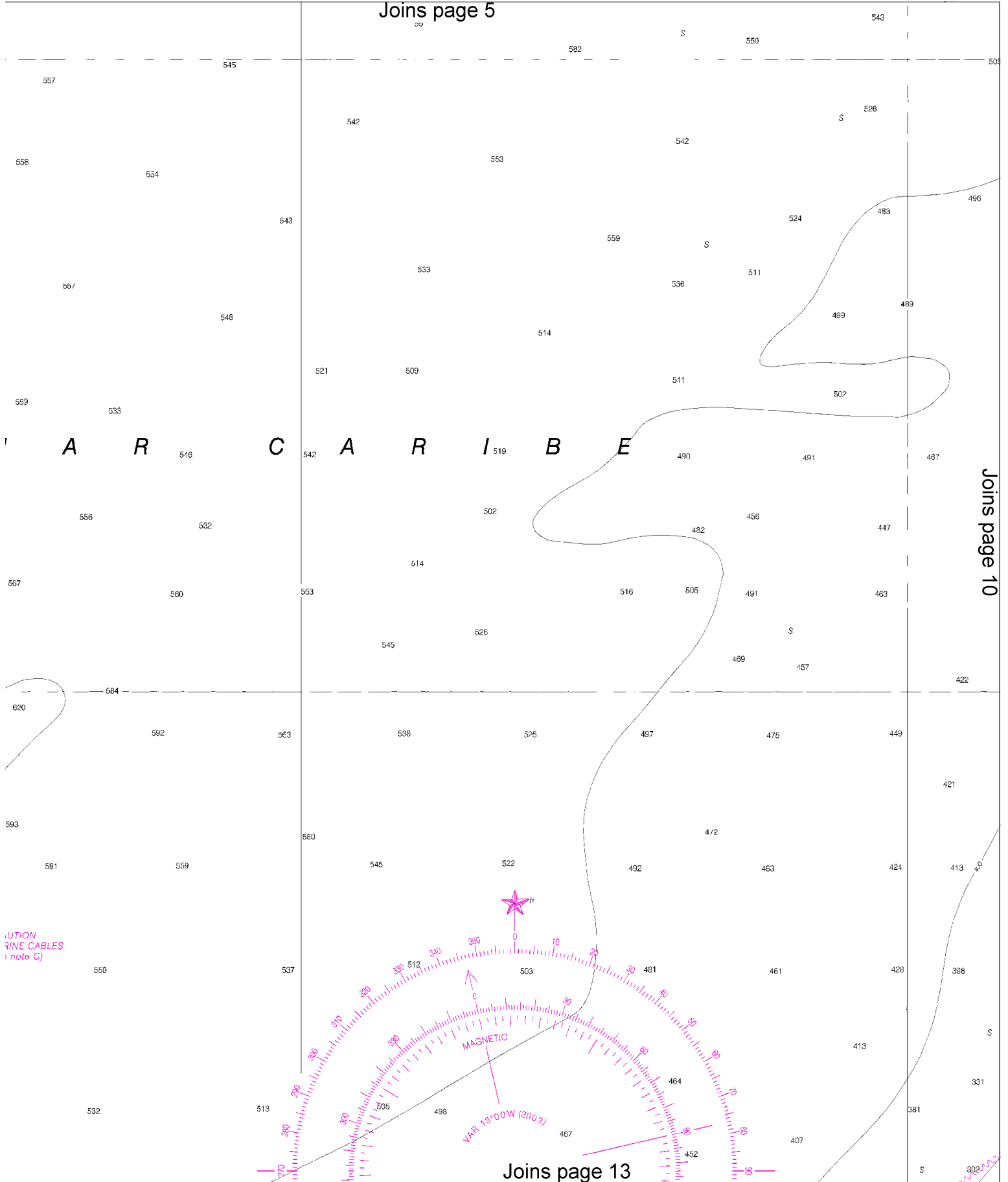
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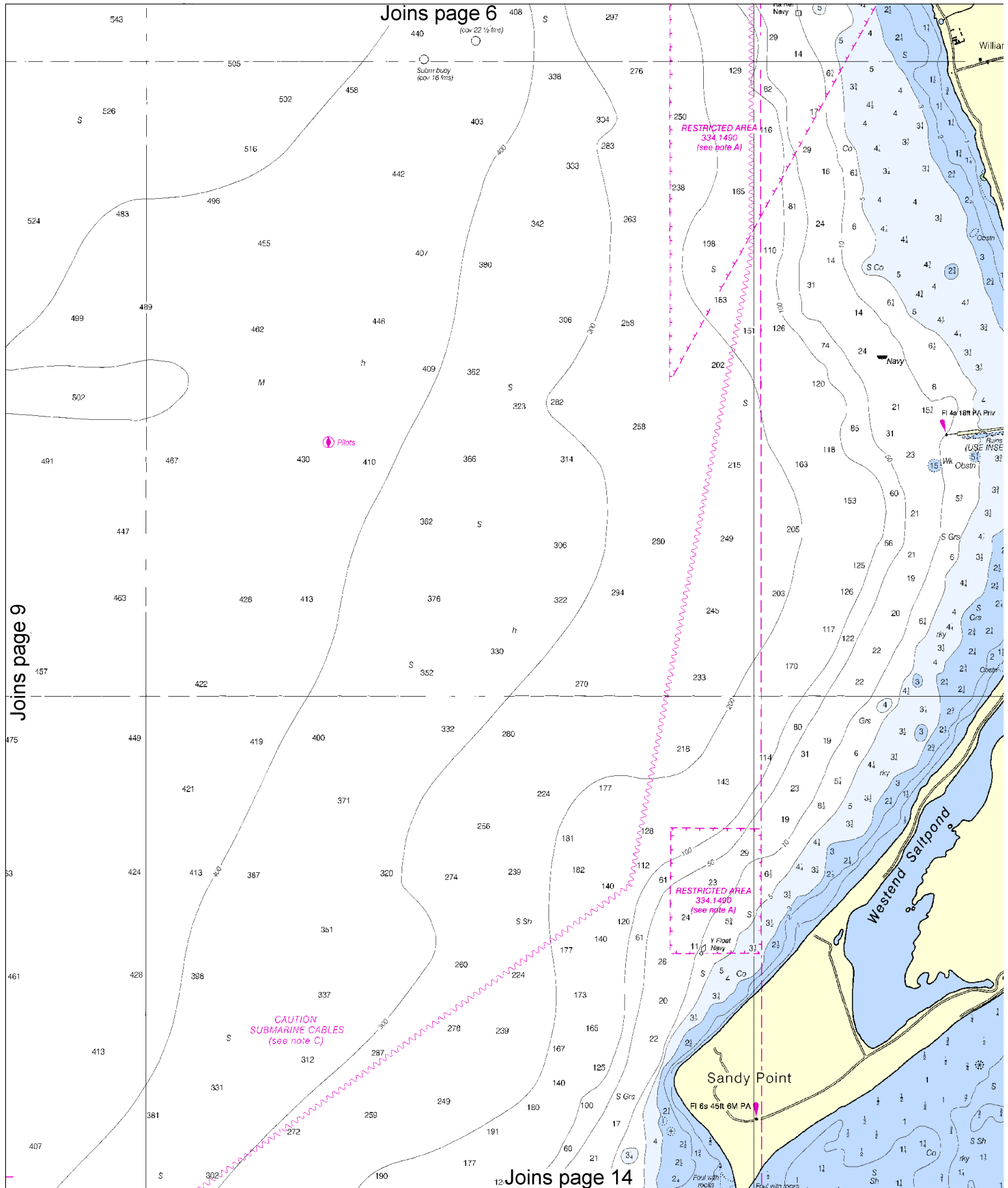


~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.







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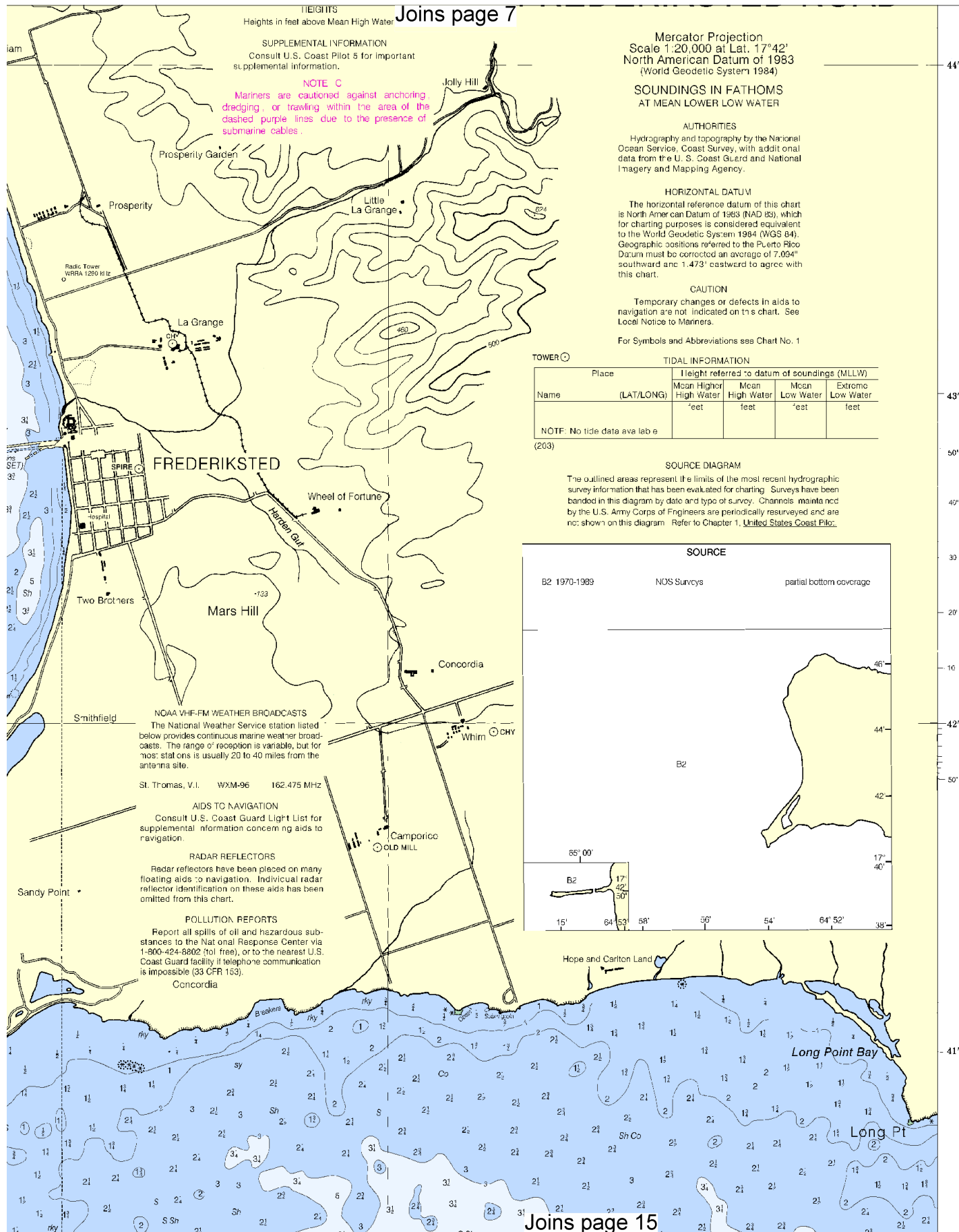


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



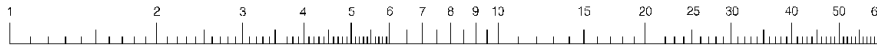


CAUTION
SUBMARINE
(see note)

PRINT-ON-DEMAND CHARTS

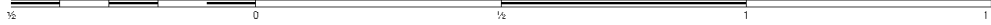
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LOGARITHMIC SPEED SCALE

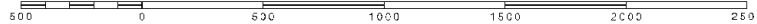


To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Nautical Miles



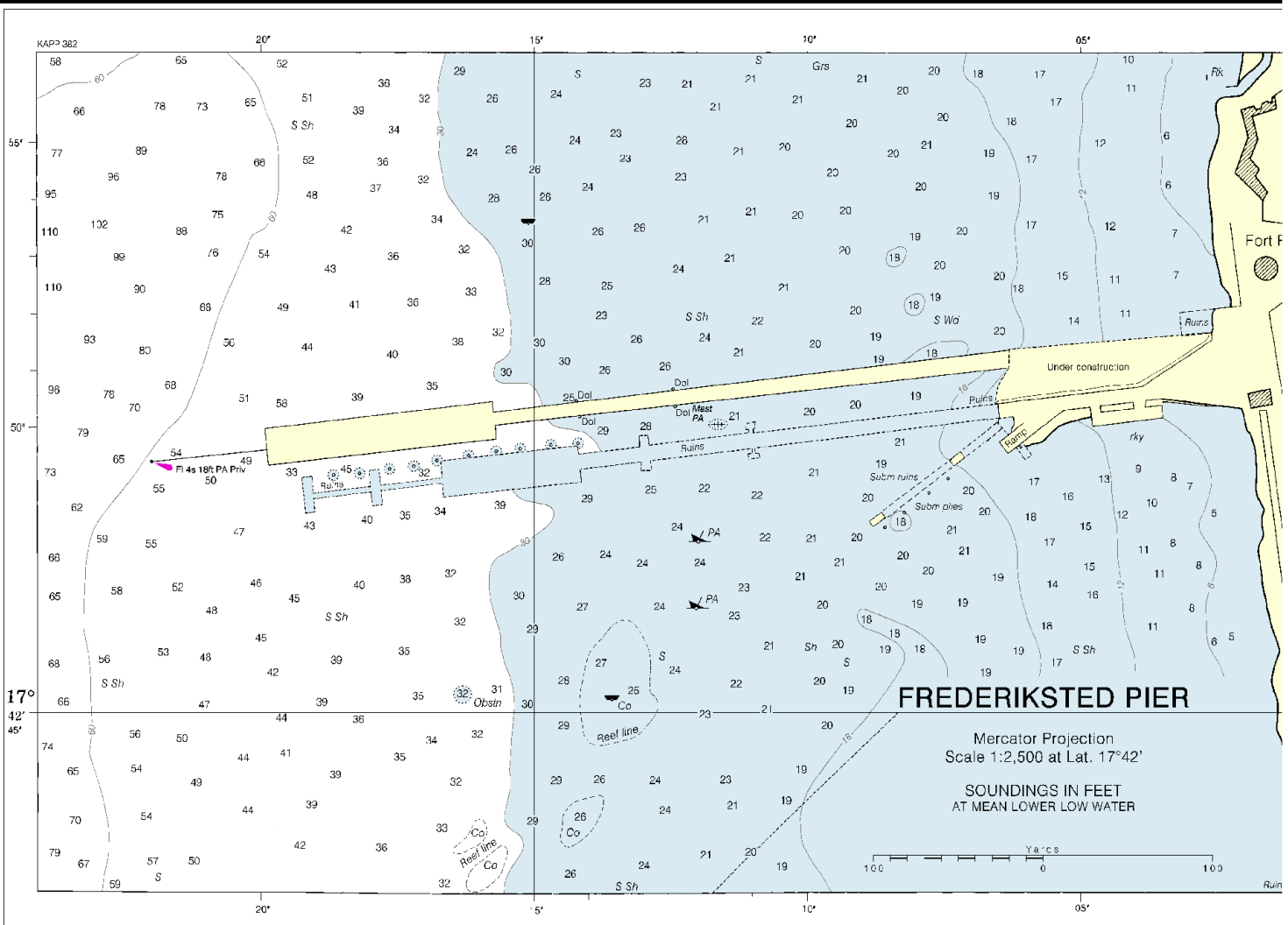
Yards



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS. 80.739a (see International Regulations for Preventing Collisions at Sea)
The entire area of this chart falls seaward of the



13th Ed., Mar /03 ■ Corrected through NM Mar. 15/03
Corrected through LNM Feb. 25/03

25644

CAUTION

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12



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

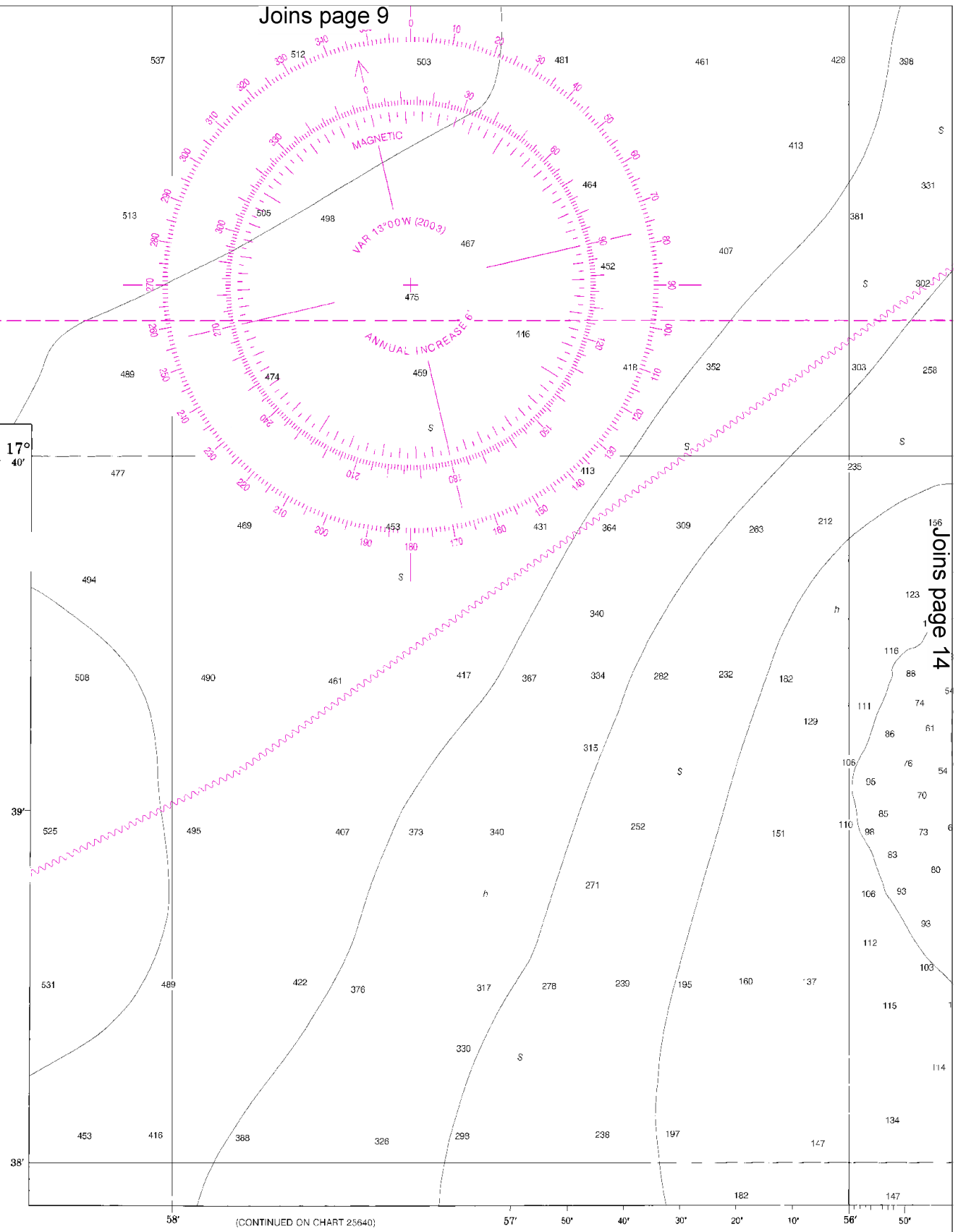
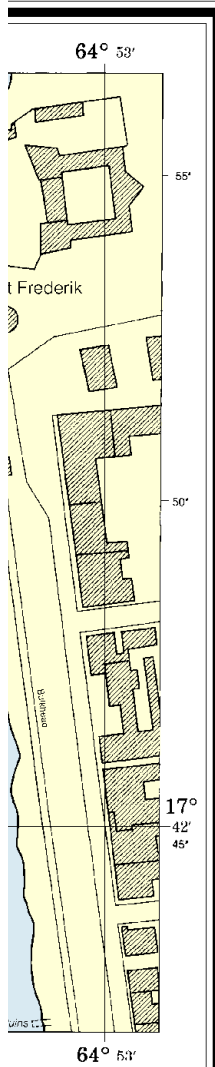
See Note on page 5.



UTION
INE CABLES
note C)

Joins page 9

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see note A)
visions of Sea, 1972
the COLREGS Demarcation Line.



Joins page 14

(CONTINUED ON CHART 25640)

Published at: Washington, D. C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10

CAUTION
SUBMARINE CABLES
(see note C)

Sandy Point

Fl 6s 45ft 6M PA

Southwest
Cape

Joins page 13

Published at: Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS
(SOUNDINGS IN FEET ON INSET)

14



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



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Frederiksted Road
SOUNDINGS IN FATHOMS - SCALE 1:20,000

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Puerto Rico (Covers St. Croix) – (787) 289- 2140

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.